

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3W

CHANGE: 2

EFFECTIVE DATE: March 10, 2011

TRACKING #: 32- 10-3-8

SPECIALIST/ROUTING: Robert Law AJR-53 (202) 267-9326

1. PARAGRAPH NUMBER AND TITLE:

10-3-8. TAXI INTO POSITION AND HOLD

2. BACKGROUND: In FAA directives, an air traffic controller's instruction for a pilot to taxi onto the runway and await takeoff clearance is "position and hold." The International Civil Aviation Organization (ICAO) equivalent of this instruction is "line up and wait."

In July 2000, the National Transportation Safety Board (NTSB) recommended that FAA Order 7110.65 be amended to require the use of standard ICAO phraseology for airport surface operations (NTSB Recommendation A-00-71). In addition, the Air Traffic Procedures Advisory Committee (ATPAC) has requested the FAA to revise U.S. policy to require the use of "line up and wait" rather than "position and hold." Additionally, the FAA Runway Safety Call to Action Committee issued several recommendations to address improving runway safety across the NAS.

In response to these recommendations, the Air Traffic Organization, Terminal Service (ATO-T) convened a Safety Risk Management (SRM) panel of subject matter experts to evaluate the recommendations. The objective of the SRM Panel was to identify and assess the risks associated with changing the current phraseology from "position and hold" to "line up and wait" per NTSB Recommendation A-00-71.

3. EXPLANATION OF CHANGE: In accordance with the Runway Safety Call-to-Action Committee Recommendations and the SRM Document, dated May 19, 2009, this change replaces all references of "Taxi Into Position and Hold (TIPH)" with "Line Up and Wait (LUAW)." This change adds requirement to include the departure runway in all LUAW clearances. This change cancels and incorporates N JO 7110.754, Line Up and Wait, effective September 30, 2010.

4. CHANGE:

OLD

10-3-8. TAXI INTO POSITION AND HOLD (TIPH) OPERATIONS

a. The Air Traffic (AT) Manager shall:

1. Determine an operational need exists before conducting TIPH operations.
2. Before authorizing TIPH operations, conduct a review of the impact that airport configuration and local conditions may have on the application of TIPH procedures.
3. Prepare a facility directive prescribing:
 - (a) Local procedures for conducting these operations.
 - (b) Methods to assist the local controller in maintaining awareness of aircraft positions on the airport, i.e., annotating flight progress strips or marking the location of aircraft with color-coded chips on a magnetic diagram of the airport.

NEW

10-3-8. LINE UP AND WAIT (LUAW) OPERATIONS

a. The ATM must:

1. Determine an operational need exists before conducting LUAW operations.
2. Before authorizing LUAW operations, conduct a review of the impact that airport configuration and local conditions may have on the application of LUAW procedures.
3. Prepare a facility directive prescribing:
 - (a) Local procedures for conducting these operations.
 - (b) Methods to assist the local controller in maintaining awareness of aircraft positions on the airport, **for example**, annotating flight progress strips or marking the location of aircraft with color-coded chips on a magnetic diagram of the

REFERENCE-

FAAO JO 7210.3, Para 10-1-7, Use of Active Runways

(c) The consolidation and staffing of positions.

(d) The requirements necessary for issuing a landing clearance with an aircraft holding in position.

3(d)(1) thru 3(d)(3)

REFERENCE-

FAAO JO 7110.65, Para 3-9-4, Taxi Into Position and Hold (TIPH), subpara c1.

FAAO JO 7110.65, Para 3-10-5, Landing Clearance, subpara b.

(e) Runway geometry, i.e., the physical configuration of runways and other airport movement areas.

(f) Weather conditions, time of day, i.e., prevailing light conditions.

REFERENCE-

FAAO JO 7110.65, Para 3-9-4, Taxi into Position And Hold (TIPH), subpara c1 and g.

(g) Fleet mix.

REFERENCE-

FAAO JO 7110.65, Para 3-9-6, Same Runway Separation,
FAAO JO 7110.65, Para 3-9-7, Wake Turbulence Separation For Intersection Departures,
FAAO JO 7110.65, Para 3-9-8, Intersecting Runway Separation.

(h) Traffic volume; complexity restrictions.

(i) Obstructions or limitations to visibility from controller-to-aircraft and aircraft-to-aircraft perspectives.

4. Local control position must not be consolidated/combined with any other non-local control position. For example, local control must not be consolidated/combined with the front-line manager/_controller-in-charge (CIC) position, clearance delivery, flight data, ground control, cab coordinator, etc. Local control can be combined with other local control positions to include tower associate (local assist) or local monitor position. When a Class B/helicopter position with defined control tower airspace is established, this position can be combined with local control.

5. The tower associate (local assist) position or a local monitor position must be staffed to permit more than one aircraft at a time to taxi into position and hold on the same runway between sunrise and sunset.

6. The front-line manager/CIC position should not be combined with any other position.

airport.

REFERENCE-

FAAO JO 7210.3, Para 10-1-7, Use of Active Runways

(c) The consolidation and staffing of positions.

(d) The requirements necessary for issuing a landing clearance with an aircraft holding in position.

No change

REFERENCE-

FAAO JO 7110.65, Para 3-9-4, Line Up and Wait (LUAW), subpara c1

FAAO JO 7110.65, Para 3-10-5, Landing Clearance, subpara b

(e) Runway geometry, **for example**, the physical configuration of runways and other airport movement areas.

(f) Weather conditions, time of day, **for example**, prevailing light conditions.

REFERENCE-

FAAO JO 7110.65, Para 3-9-4, Line Up and Wait (LUAW), subpara c1 and g.

(g) Fleet mix.

REFERENCE-

FAAO JO 7110.65, Para 3-9-6, Same Runway Separation
FAAO JO 7110.65, Para 3-9-7, Wake Turbulence Separation ~~for~~
Intersection Departures
FAAO JO 7110.65, Para 3-9-8, Intersecting Runway Separation

(h) Traffic volume; complexity restrictions.

(i) Obstructions or limitations to visibility from controller-to-aircraft and aircraft-to-aircraft perspectives.

4. Local control position must not be consolidated/combined with any other non-local control position. For example, local control must not be consolidated/combined with the front-line manager/controller-in-charge (CIC) position, clearance delivery, flight data, ground control, cab coordinator, etc. Local control can be combined with other local control positions to include tower associate (local assist) or local monitor position. When a Class B/helicopter position with defined control tower airspace is established, this position can be combined with local control.

5. The tower associate (local assist) position or a local monitor position must be staffed to permit more than one aircraft at a time to **LUAW** on the same runway between sunrise and sunset.

7. Ensure front-line managers/CICs review para 2-6-1a, Watch Supervision, with an emphasis on maintaining situational awareness and management of the operational environment with a goal toward eliminating distractions.

8. Do not authorize taxi into position and hold operations at an intersection between sunset and sunrise unless the following is implemented:

(a) The runway is used as a departure-only runway.

(b) Only one aircraft at a time is permitted to taxi into position and hold on the same runway.

(c) Document on FAA Form 7230-4, Daily Record of Facility Operation, the following: “TIPH at INT of RWY (number) and TWY (name) IN EFFECT” when using runway as a departure-only runway. “TIPH at INT of RWY (number) and TWY (name) SUSPENDED” when the runway is not used as a departure-only runway.

(d) At least 90 days before planned implementation, AT managers must submit the local directive outlining this operation for Terminal Operations and Terminal Safety and Operations Support approval. Terminal Operations and Terminal Safety and Operations Support directors shall be notified of any proposed operational changes (e.g., a change to the runway or taxiway for conducting TIPH operations).

b. AT managers must submit operational need for TIPH and a facility directive to the appropriate Director, Terminal Operations (service area office) for approval. AT managers must maintain a copy of the approval correspondence from Terminal Operations.

c. The Director, Terminal Operations, must ensure an annual review of TIPH operations is conducted for those facilities employing TIPH. The results of this review shall be sent to the Terminal Safety and Operations Support Office by September.

6. The front-line manager/CIC position should not be combined with any other position.

7. Ensure front-line managers/CICs review para 2-6-1a, Watch Supervision, with an emphasis on maintaining situational awareness and management of the operational environment with a goal toward eliminating distractions.

8. Do not authorize LUAW operations at an intersection between sunset and sunrise unless the following is implemented:

(a) The runway is used as a departure-only runway.

(b) Only one aircraft at a time is permitted to LUAW on the same runway.

(c) Document on FAA Form 7230-4, Daily Record of Facility Operation, the following: “LUAW at INT of RWY (number) and TWY (name) IN EFFECT” when using runway as a departure-only runway. “LUAW at INT of RWY (number) and TWY (name) SUSPENDED” when the runway is not used as a departure-only runway.

(d) At least 90 days before planned implementation, ATMs must submit the local directive outlining this operation for Terminal Operations and Terminal Safety and Operations Support approval. Terminal Operations and Terminal Safety and Operations Support directors must be notified of any proposed operational changes (for example, a change to the runway or taxiway for conducting LUAW operations).

b. ATMs must submit operational need for LUAW and a facility directive to the appropriate Director, Terminal Operations (service area office) for approval. ATMs must maintain a copy of the approval correspondence from Terminal Operations.

c. The Director, Terminal Operations, must ensure an annual review of LUAW operations is conducted for those facilities employing LUAW. The results of this review must be sent to the Terminal Safety and Operations Support office by September.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.754, Line Up and Wait, effective September 30, 2010.

8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 5/12/2010

9. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

☒ **SRMD.** Proposed change meets full SMS requirements for safety risk assessment.

☐ **SRMDM.** Proposed change is not safety related.

10. **ICAO DIFFERENCES:** YES ☒ NO ☐



David J. Dodd
Manager, Terminal Operations Group

6-4-10

Date: